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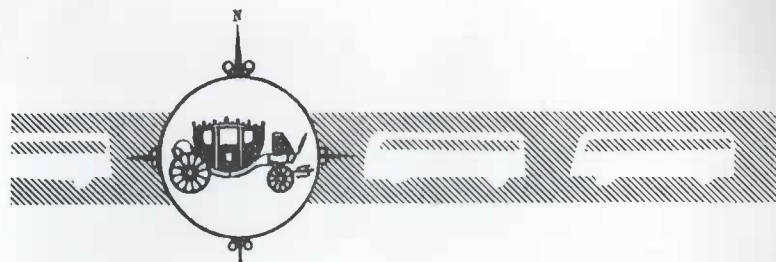
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FOREWORD

I have been asked to write a foreword to this publication and I have very much pleasure in doing so because the work of the Tramway Historical Society is invaluable.

It is the enthusiasm and hard work of its members which preserves for posterity exhibits of various modes of transport which would otherwise be destroyed and lost for all time.

There is no doubt that full and energetic support should be given to the members of the Society to ensure that their work continues uninterrupted. I commend the historical work of the Society to every member of the Public and ask for enthusiastic support so that one of the finest exhibitions in the Southern Hemisphere may be preserved, maintained and have an assured future.

J. J. Gardell

M.Inst.T., A.I.A.O.

General Manager.

FRONT COVER: THE OLD AND THE NEW.—One of the then new diesel buses posed beside a tram it replaced on the New Brighton line in 1952. Photo.—G. C. Stewart.

The Christchurch Electric Tramways



THE Mark II Hills car shown in Moorhouse Avenue when first introduced to service in 1920. These cars remained in service, although much altered in appearance, until the closure of the system in 1954. The Society hopes to include this vehicle in its running fleet for Ferrymead; it was presented to the Society by Mr E. D. Bradley.

Photo.—*Alexander Turnbull Library.*

The Turn of the Century

FOR many years, Christchurch had been well served by steam and horse trams, operated by private companies, but times were changing and it was becoming obvious that these vehicles would have to give way to modernisation.

In 1902 the British Electric Traction Company, which had electrified and was operating the Auckland tramways, offered to take over the Christchurch tramway companies and provide the city with an electric tramway service. As tramway undertakings were a risky business, involving large amounts of capital, the company's offer received some support, but the majority of the public favoured the idea of the municipalisation of the tramway system.

The Christchurch City Council, meanwhile, had launched a campaign to take over the tramways. Numerous conferences were held between 1899 and 1902, but the other local authorities were opposed to the proposals; they suspected an amalgamation bid and feared that the City Council would gain extra power with control of the tramways. Finally, in June 1902, agreement was reached in favour of an elected Tramway Board, to include representatives from each council's area. The next stage was an Act of Parliament, which provided for an elected board of eight members and an initial loan of up to £250,000.

The first Christchurch Tramway Board was elected on January 22, 1903, with Mr Frank Thompson, later to become the Board's first General Manager, as Secretary. Negotiations were begun to buy out the Tramway companies, and soon a start was made on the construction of new lines and the erection of overhead trolley wires by the contractor, the New Zealand Electrical Construction Company. Twenty-two electric tramcars were ordered from John Stephenson and Company, of New York, and the Christchurch firm of Boon and Company were commissioned to build a further five. To this fleet was added the rolling stock of the companies as they were taken over, an eventual total of eight steam tram locomotives and fifty-five trailers.

On May 16, 1905, the Board took over the major company, the Christchurch Tramway Company, and immediately replaced any existing horse tram services with steam traction. Tramcar crews appeared in their new uniforms, which were blue patrol jackets, trousers and leggings, and smart caps bearing the letters *C.T.B. Electric Tramways*. A week later, the first trials of the new electric cars began, and driver training commenced on the newly laid line in Moorhouse Avenue. A new era was indeed dawning in Christchurch metropolitan street transport, and exciting times were ahead.

The Power House

POWER was officially switched on at the Christchurch Tramway Board's new power house in Falsgrave Street on June 5, 1905, just prior to the first official run of the electric tramcars to the Square and Papanui. The very latest direct current equipment had been installed, and this gave Christchurch the distinction of having what is believed to be the only completely steam turbine-driven tramway power station in the Southern Hemisphere at that time.

The plant consisted of three vertical 600v. d.c. turbo-generators, which were supplied with superheated steam from coal-fired boilers. A very large 600v. battery was used to start the circulating and vacuum pumps for the turbines. A further important function of the battery was to help stabilise the power loading, which tended to fluctuate with the frequent starting and stopping of trams. The chimney stack, the second highest in Christchurch at the time, stood 149ft. high, and the cooling tower, still in existence in 1967, was an iron cylinder 35ft. high and 25ft. in diameter. Another interesting feature was the switchboard, 47ft. long and 6ft. high—the largest in New Zealand at the time of installation.

By 1912, however, increasing consumption and rising costs forced the Tramway Board to consider alternative means of power supply. As a hydro-electric station was under construction at Lake Coleridge, the Board began negotiations with the Government for power supply. In preparation for this power, the Board installed a turbo-alternator and rotary converter. The a.c. power from the turbo-alternator was then fed to the rotary converter for conversion to d.c. tramway supply. This was a new departure for tramways, as the Board were producing a.c. for the first time. Apart from a small experimental plant in Brisbane, Australia, this plant was the first of its kind in the world.

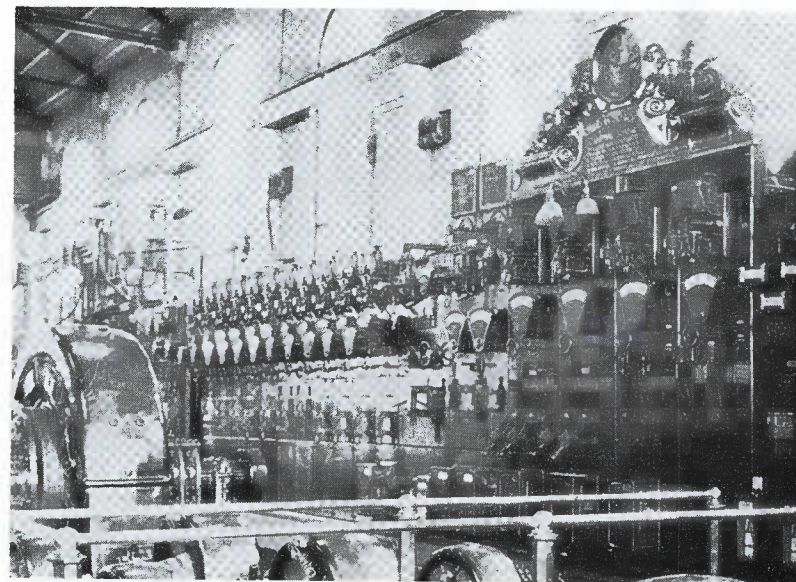
The next stage was the installation of transformers and a second rotary converter in 1915, as well as the modification of the original converter to enable use of Lake Coleridge power. One of the original turbines was also modified by replacing the generator with an alternator.

Finally, agreement was reached with the Government, and on August 14, 1916, the trams were powered by hydro-electric power for the first time. The turbo-alternators remained in service, helping to provide power for the tramway, and feeding any surplus into the Government grid. The two remaining turbo-generators were also maintained and used, when needed, by the tramway only.

The early 1920s saw a new development with the introduction by the Board of automatic substations at Cashmere and Fendalton to help supply tram routes in these areas. A further rotary converter was also added at the power house to replace the storage battery, which had become worn out.

From this time there were no major changes in power supply until 1949, when mercury-arc rectifying equipment was installed at the power house to supplant the ageing rotary converters. The steam plant and the old converters were gradually phased out and most of the output was provided by the rectifiers and the substations.

With the decline and closure of the tramway and trolley bus systems by 1956, the old steam plant was dismantled and sold, but the mercury-arc equipment continued in operation until the conversion of workshop machinery to a.c. power was completed some two years later.



A SECTION of the main d.c. switch board in the Christchurch Tramway Board power house. Photo.—C.T.B. Archives.

Power House - Technical Data

Original Equipment, 1905

- 3 Babcock & Wilcox watertube boilers, capacity of each, 6000 lb/hr.
- 3 vertical d.c. General Electric turbo-generators, each 500 Kw.
- Tudor battery with Pirani reversible booster 11,000 amp. hrs.

Added 1912

- 1 Babcock & Wilcox watertube boiler 12,000 lb/hr.
- 1 horizontal Curtis turbo-alternator and B.T.H. converter 100 Kw.

1915 Additions

- 1 rotary converter 420v. a.c. to 600v. d.c. 500 Kw.
- 3 single-phase oil-cooled 11,000/420v. transformers, each 360 kVA.
- 3 single-phase oil-cooled 11,000/420v. transformers, each 180 kVA.

1915 Modifications

- Rotary converter, 420v. a.c./600v. d.c. 1000 Kw.
- 500 Kw. turbo-generator, converted to a 440v.
- 6-phase 50-cycle vertical turbo-alternator 625 kVA.

Added 1921

- 1 automatic substation at Cashmere, 11,000v. a.c./600v. d.c. 300 Kw.

Added 1922

- 1 automatic substation at Fendalton, 11,000v. a.c./600v. d.c. 600 Kw.

Added 1923

- 500 Kw rotary converter installed at Cashmere.
- The 300 Kw converter was transferred to the power house to replace the Tudor battery.

Added 1949

- Hewittic Electric mercury-arc rectifying equipment. 750 Kw.

The Heyday of the Electric Tram

“WHEN, at some dim, distant day now veiled in the mists of futurity, the curious historian comes to search among the archives of Christchurch, ‘rich with the spoils of Time’, he will find June 5th. 1905, writ large in letters of scarlet. For yesterday, to use an expressive platitude, was an epoch-marking day”. So the advent of the electric tramway was greeted enthusiastically by a Christchurch newspaper.

The opening of the system was celebrated on June 5. It was a brilliantly fine day, but there had been heavy snow the day before, and, after the invited guests had been driven to the Falsgrave Street power house by steam and horse tram, they had to walk to the building through deep slush. The procession of the dignitaries into the power house—two by two—was likened by the press of the day to mourners attending an extremely big funeral. There was some reason for sadness—they were attending the death of the old system, and so the mood was not so out of place.

After much speech-making the turbines were started, and the procession of seven trams, including double-deckers at front and rear, left the dépôt for Cathedral Square and Papanui. Unfortunately, the journey from Moorhouse Avenue to the Square was marred by a mishap. . . The procession, wending its way along crowded streets, had to stop frequently, and at the corner of Manchester and St. Asaph Streets the sixth tram collided heavily with the one in front. Both had to be withdrawn from the procession.

From this modest start the system grew with remarkable rapidity: the remaining companies were taken over and most of their lines electrified; new lines were built and in some instances were steam-operated for some years before being electrified. The system developed, centred on Cathedral Square, with lines running south, via Colombo Street to Cashmere, Lincoln Road, Spreydon, Opawa and St. Martins; north via Colombo Street to Papanui, Fendalton, Cranford Street and St. Albans Park; east to New Brighton, Dallington and North Beach, and west to Riccarton.

By the peak of the electric tramway era, in the late 1920s, Christchurch had an extensive and highly efficient tramway system. At this time it was, in fact, the most extensive in the country with 53½ route miles. Auckland was second, with 33 route miles, followed by Wellington, with 30½, and Dunedin, with 18. However, because of the lower population density in Christchurch, its trams carried relatively fewer passengers than the other systems. Whereas Dunedin carried 11.86 passengers per car mile, in Christchurch the figure was as low as 7.19. This was to be significant in the 1930s, when the Christchurch system was one of the hardest hit by the depression.



Crowds view the progress of the first electric tramcars through the Square on opening day, June 5, 1905.

Photo.—*Alexander Turnbull Library.*



ONE of the Stephenson-built *California* tramcars in its original condition, posed outside the tram barns in Moorhouse Avenue. This vehicle has been presented to the Society for preservation by Mr J. E. McDonald.

Photo.—*I. D. Spicer collection.*

E. A. Gay

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A 'YANK' car at the junction of Papanui, Harewood and North Roads
in the years prior to 1910. Photo.—B. J. Dale collection.



'YANK' No. 12 crosses the Colombo Street bridge over the Avon heading
for Edgeware Road, about 1910.

Photo.—Alexander Turnbull Library.

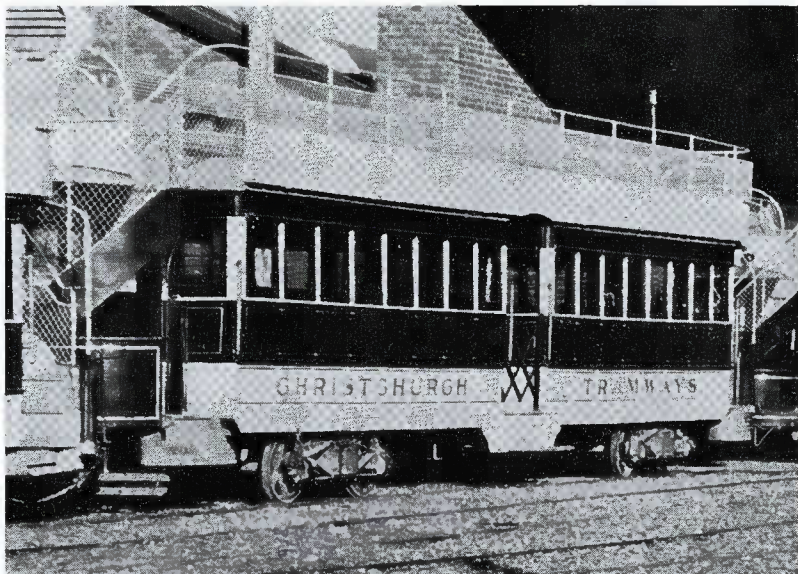


Photo.—E. A. Gay

REMEMBER THIS TRAILER?—My favourite ride was on this tram trailer (No. 51), on a Football Special from Lancaster Park to the Square.

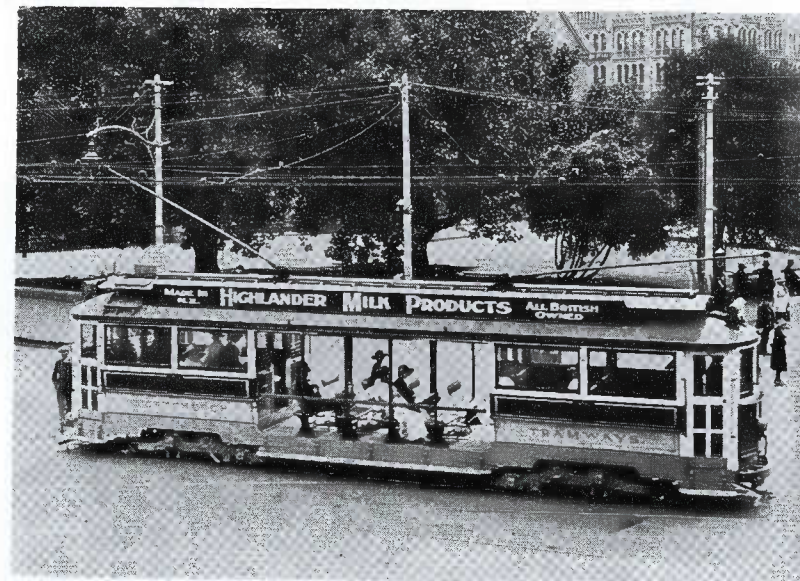
This bogie double-decker was built from two four-wheel double-deck horse trams, and was to be the first of a fleet. However, no more were built.

This photograph was taken in the original part of the tram depot, when the entrance was to Falsgrave Street.

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A MARK III *Boon* leaves the Square, heading out into Colombo Street.

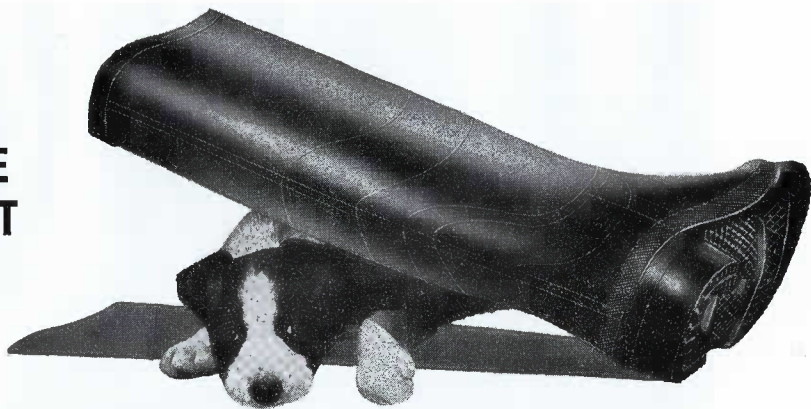
Photo.—Alexander Turnbull Library.



CATHEDRAL SQUARE in the days before motor cars predominated.

Photo.—Alexander Turnbull Library.

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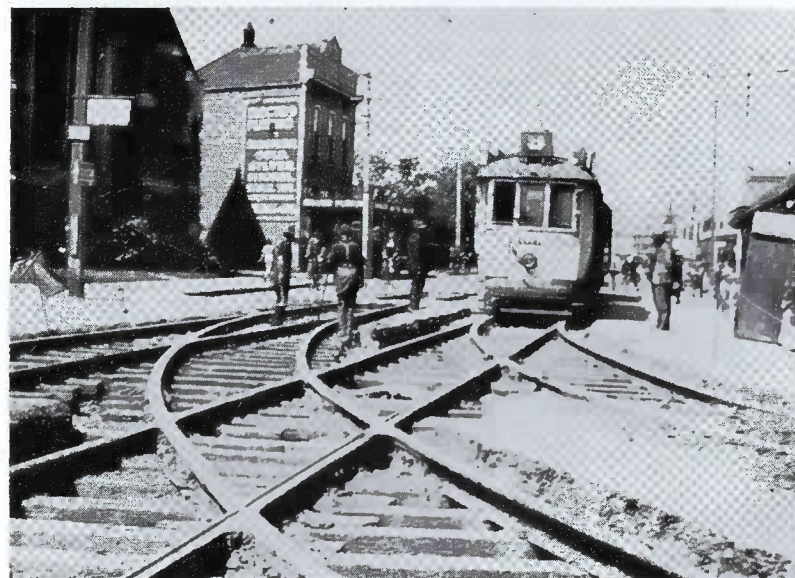
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'BOON' 159, about to leave for Fendalton from outside the old tram station in the Square. Photo.—*Alexander Turnbull Library.*



'HILLS' car 168 turning on to the Fendalton line through special work at the Victoria Street-Bealey Avenue junction.

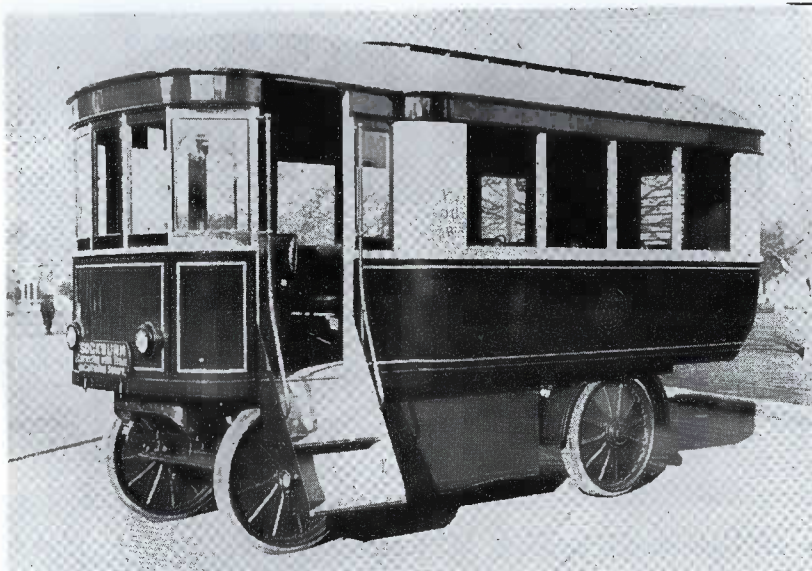
Photo.—*C.T.B. Archives.*

Unusual Vehicles



A KARE photograph showing the original form of the Christchurch Tramway Board's electric tower wagon, being used here in the erection of the overhead at the Moorhouse Avenue tram barns.

Photo.—*Alexander Turnbull Library.*



THE 'BEETLE'—the Christchurch Tramway Board's *Walker* electric bus.
Photo.—*Alexander Turnbull Library.*

Bus Services

EVEN before electric trams were introduced to Christchurch, the first primitive forerunner of the modern motor omnibus was plying its trade in the city streets. The Christchurch Motor Omnibus Company was formed in 1904 and for fifteen months ran a motor bus between Cathedral Square and the railway station, via High and Manchester Streets. During that time the bus travelled 15,000 miles and carried 80,000 passengers. It later ran from the Square to Riccarton until the introduction of the electric tram service on that route.

In 1914, W. H. Tubman, a well-established coach proprietor, purchased a motor bus and began services to Spreydon and Templeton. The Tramway Board took over the latter route on June 3, 1918, and commenced a feeder service connecting with the trams at Riccarton. A *Walker* storage-battery omnibus was used, which, in its first eleven months of service, travelled 26,775 miles and carried 57,532 passengers. A petrol bus was also acquired as a standby. In 1921 a 36 h.p. *Garford* petrol bus took over the Hornby route and the battery bus was transferred to the new Bromley cemetery service.

In the early 1920s a number of private operators began motor bus services. Some, such as that to South Brighton, ran in areas not served by trams, but by 1925 motor bus rivalry on tram routes was becoming a serious problem. The Board tried various means to combat this; to meet competition from buses on the Brighton line, for example, the acceleration rate of some of the new *Brill* tramcars was temporarily boosted. The express service which resulted was most effective and the bus company was forced to sell out to the Board. Other companies were also taken over by the Board and their buses added to the Board's fleet. For some services, such as that to Avonside, buses were let to a subcontractor; other services, such as Bryndwr, Shirley and Springfield Road, were inaugurated by the Board. However, rivalry continued throughout the twenties and into the thirties, especially from Inter City Motor Service, Ltd., the largest private operator, which provided severe competition on the North Beach route.

During the 1920s the Board had a remarkable collection of buses and there was no attempt to standardise. Included in the fleet were *Reos*, *Leylands*, *Minervas*, *Whites* and two *Tilling-Stevens* petrol-electric buses. It was not until 1936 that standardisation of motor bus types began, when the Dallington tram service was replaced by *A.E.C. Regal* and *Q* diesel buses. These latter were the forerunners of to-day's modern buses.

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Changing Times and Changing Needs . . .

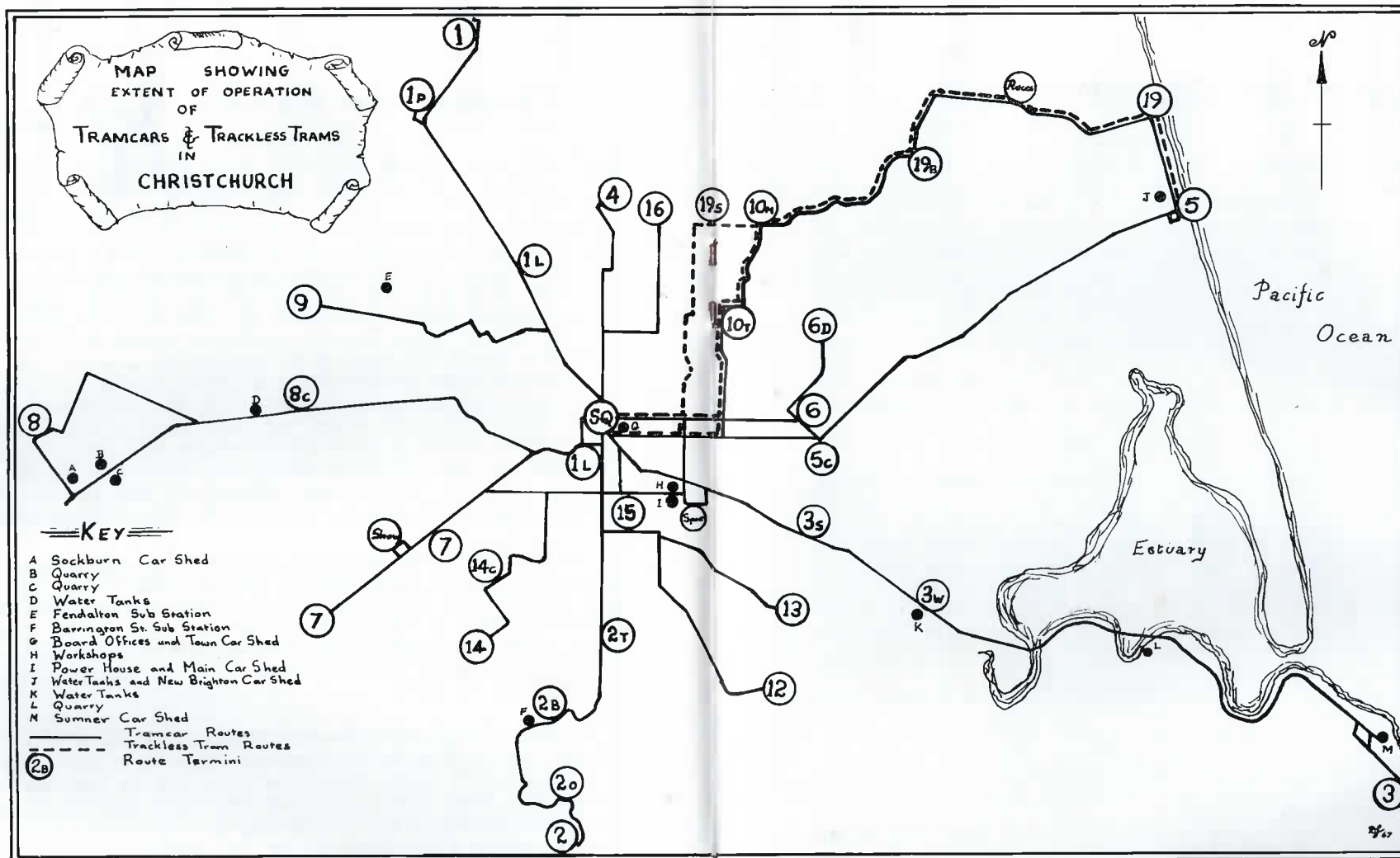
BY 1930 New Zealand was in the throes of depression, and in public transport, as in everything else, the theme was *economy*. Competition had increased, not only from the rival motor bus companies, but in particular from the private motor car and the ever-present bicycle. The latter had always been a serious problem, and one that was unique to Christchurch. Motor car density was higher in Christchurch than the other main centres—81 per 1000 people compared with 54 per 1000 in Dunedin. As well as contributing to declining patronage, the increasing numbers of motor vehicles necessitated additional track maintenance. The Board was required to maintain the area between the rails and eighteen inches to either side in a suitable condition for road traffic. The rubber tyres of motor vehicles cut up the water-bound macadam road surface which the Board had been using—a surface which the iron-rimmed wheels of horse-drawn vehicles had helped to compact. The need to improve roading placed even more strain on the Board's rapidly dwindling finances, and, although it paid tax on its motor vehicles, it could not obtain grants from the Main Highways Fund.

An obvious way to economise was to reduce the number of staff required to operate the system; by the late 1920s it was realised that two men per tram—motorman and conductor—were not really necessary on certain routes at off-peak times. *One man* operation had begun with some of the early buses and in 1927 one-man-operated tramcars (converted *Boon* trailers) were introduced on the St. Martins line. This set the trend for the 1930s.

To help alleviate its economic difficulties, the Board in 1931 introduced a new type of one-man-operated vehicle to replace trams on the poorly-patronised North Beach line. This was the *trackless tram*, or trolley bus. Apart from a relatively short-lived experimental route in Wellington during the previous decade, this was the first application of trolley buses in a New Zealand city. The introduction of these vehicles by the Christchurch Tramway Board was largely influenced by their immense popularity with overseas tramway operators attempting to combat the effects of the motor car.

Between 1932 and 1935 the twenty-five modern *Brill* tramcars were converted to *one man*, or *pay-as-you-enter*, cars, and placed on lighter-trafficked lines such as Cranford Street-Lincoln Road and St. Albans Park-Spreydon. But on routes where patronage was very poor and extensive track maintenance or renewal necessary, the trams were replaced by rubber-tyred vehicles—petrol, trolley or diesel buses.

Cont. over centre-page.



Cartographer—David Jones.

ROUTE NUMBERS AND DESTINATIONS

Route No.	Destination	Vehicle	Route No.	Destination	Vehicle	Route No.	Destination	Vehicle	Route No.	Destination	Vehicle
1L	Lichfield St	Tram	3	Sumner	Tram	8X	Riccarton Exp.	Tram	17	Bryndwr	Proposed tram route
1L	Leinster Rd	"	3X	Sumner Exp.	"	9	Fendalton	"	18	Shirley	Trolley and diesel bus
1P	Papanui	"	4	Cranford St	"	10T	Richmond (Tweed St)	Tram and trolley bus	19B	Burwood	"
1X	Papanui Exp.	"	5C	Cashel St	"	10M	Marshland Rd	Tram	19	North Beach	"
1	Railway, Papanui	"	5	Brighton	"	10B	Marshland Rd	Trolley bus	19X	North Beach Exp.	"
1	Northcote	"	5X	Brighton Exp.	"	10	Burwood	Tram	Sports	Lancaster Park	Tram
2T	Tennyson St	"	5S	South Brighton	Proposed tram route	10X	North Beach	"	Show	Showgrounds	"
2B	Barrington St	"	6	Worcester St (Linwood Av.)	Tram	12	North Beach Exp.	"	Sports	Cricket Ground	"
2O	Hills School	"	6D	Dallington	"	13	St Martins	"	Trots	Racecourse	"
2	Hills Terminus	"	7	Jerrol St	"	14C	Coronation St	"	Races	Racecourse	"
2X	Hills Exp.	"	7	Lincoln Rd	"	14	Spreydon	"	Races	Racecourse	Trolley bus
3S	Smith St	"	8C	Clyde Rd	"	15	Railway, Christchurch	"	SQ.	Square	All vehicles
3W	Woolston	"	8	Riccarton	"	16	St Albans Park	"	Pier	Brighton Pier via N. Beach	Trolley bus

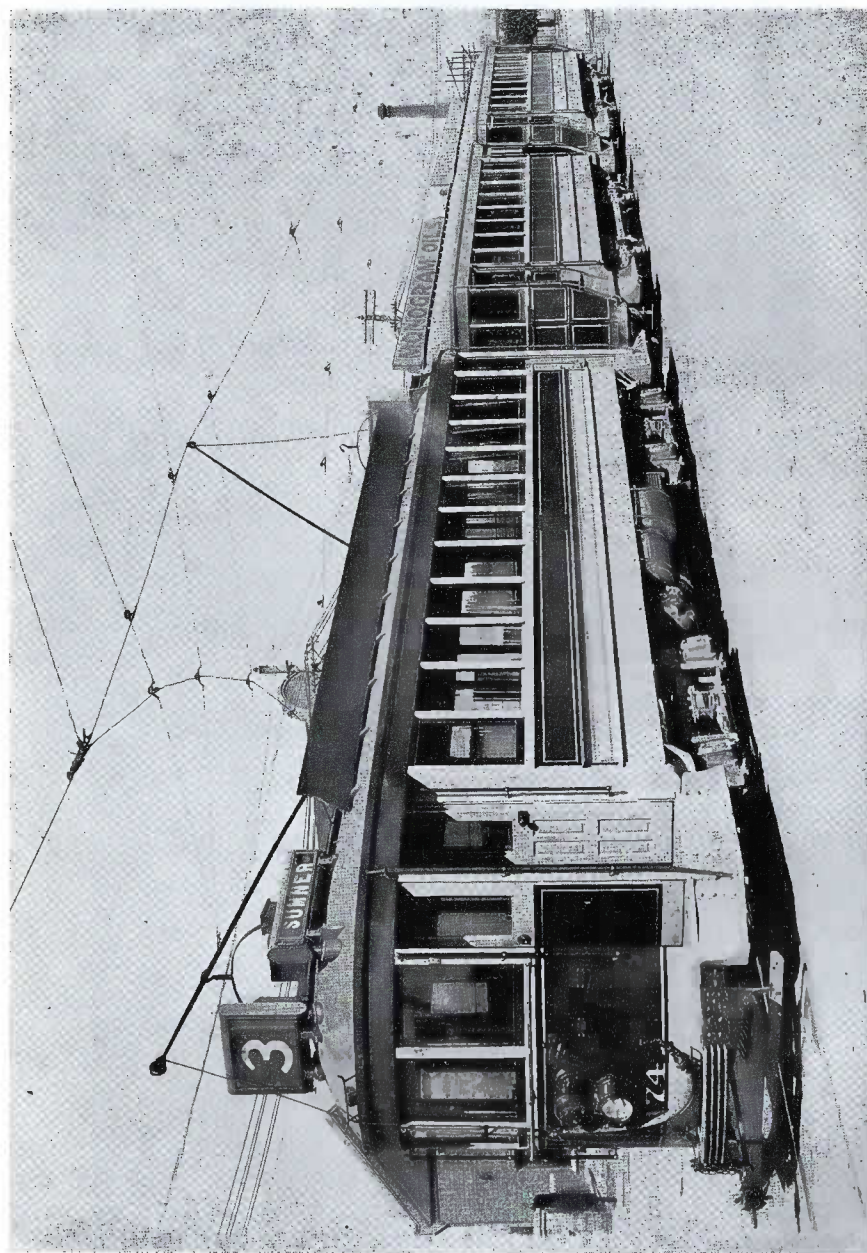
'Changing Times and Changing Needs' continued.

With the replacement of trams by petrol buses (Northcote 1930), trolley buses (North Beach 1931 and Richmond 1934), and diesel buses (Dallington 1936), it was becoming apparent that the days of the tram were numbered. It seemed only a matter of time before more conversions would be made, but this trend was halted by the second World War. During the war all transport facilities were taxed to their limits, and as the shortage of petrol and tyres increased so did the dependence on the trams. The St. Martins line, closed in 1941, had to be reopened the following year, even though the track was in poor condition. Further diesel buses were ordered, but were unobtainable, so as a stopgap measure forty-one Ford V8 petrol buses were purchased between 1941 and 1949. This enabled much-needed route extensions to be introduced.

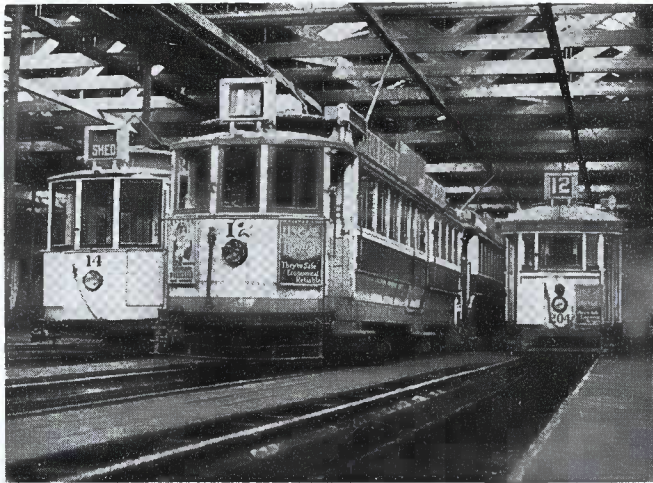
After the war, the Board was faced with ageing rolling stock requiring replacement, and with the need for major track renewals. At last, the issue had to be faced: What form was Christchurch public transport to take in the future? Modernisation was imperative and there were a number of alternatives. The Board could re-equip and extend the tramway system; it could replace the trams with trolley buses; it could change completely to petrol or diesel bus operation; or it could modernise all these different types of transport and continue to use them. There were some tentative improvements made to both the trams and trolley-buses, but ultimately the high capital costs involved in completely modernising either system resulted in a decision to convert completely to diesel buses.

Once made, this decision was swiftly implemented. From 1952 the decline of the tramway system was rapid. As the new *Crossley* and *Park Royal A.E.C. Mark IV* diesel buses arrived from England, routes were converted. Trams were becoming a rare sight, and trams with trailers—always a notable feature of the Christchurch tramways—were becoming even rarer.

Soon only the Papanui-Cashmere route was left and only a few tram-cars remained in service. It would not be long before even these would go and, as the programme of modernisation continued, the trolley buses and even the *Ford V8* petrol buses would be superseded by modern diesel buses.



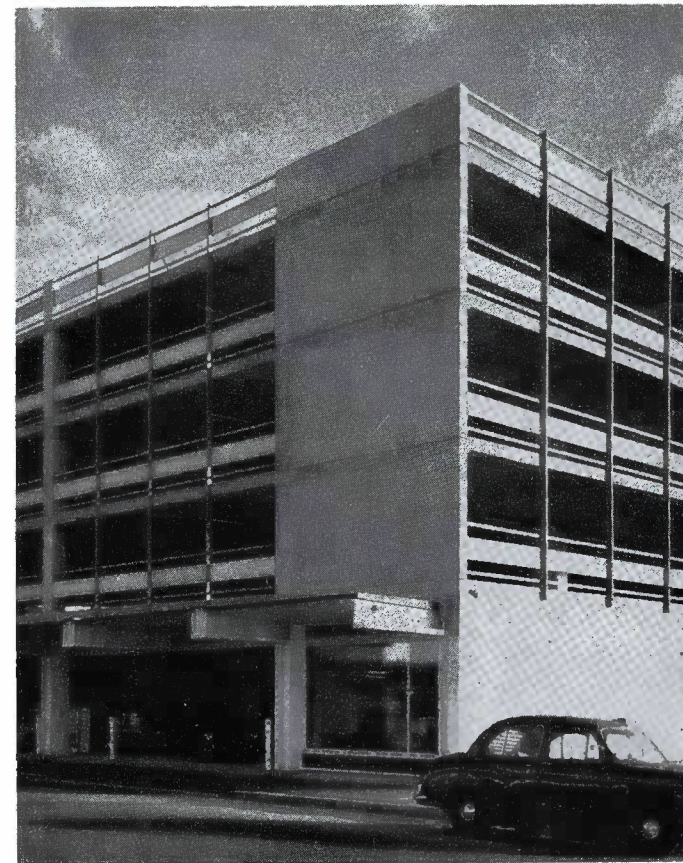
'BRILL' car No. 174 outside the original tram barns in Moorhouse Avenue about 1922 with two *Boon* trailers.
Photo.—*Alexander Turnbull Library*.



THE FIRST OF THE ONE-MAN CARS.—St Martins car No. 204 (right) at the depot with Yanks 12 and 14. Photo.—*The Press*.



'BOON' 36 leaves the Papanui township for Northcote on June 26, 1930, just three months before the line closed. Photo.—*The Press*.



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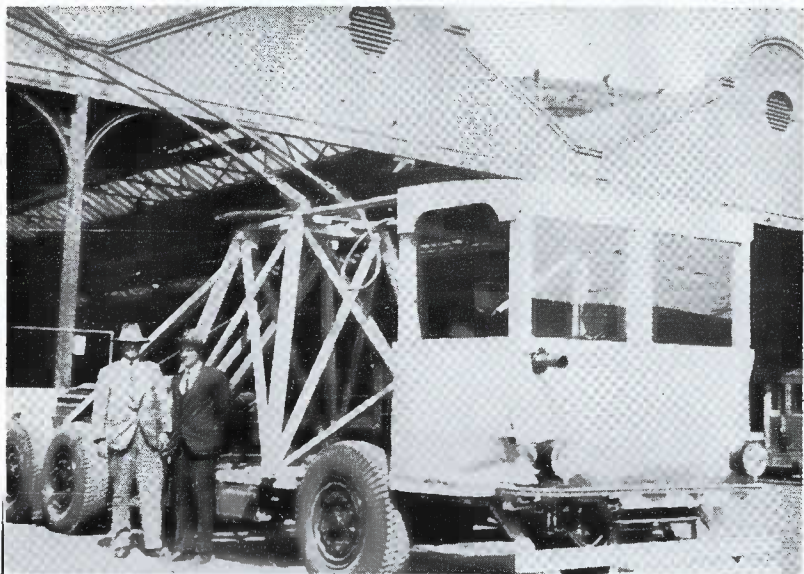
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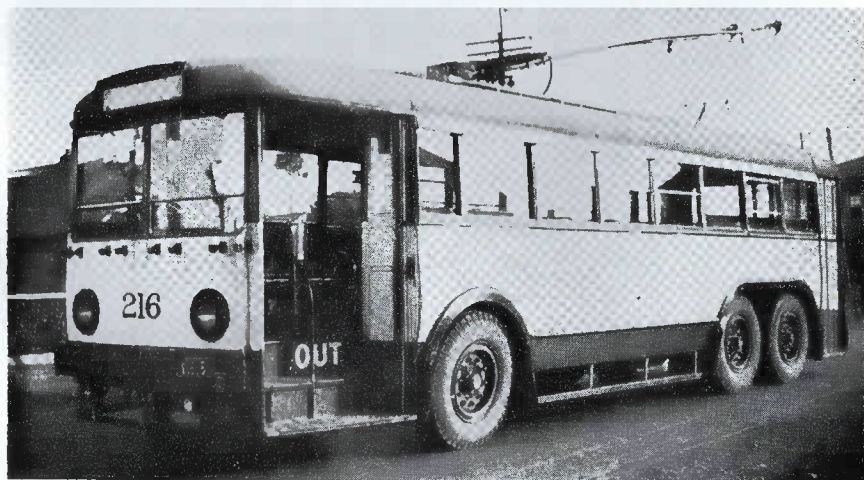




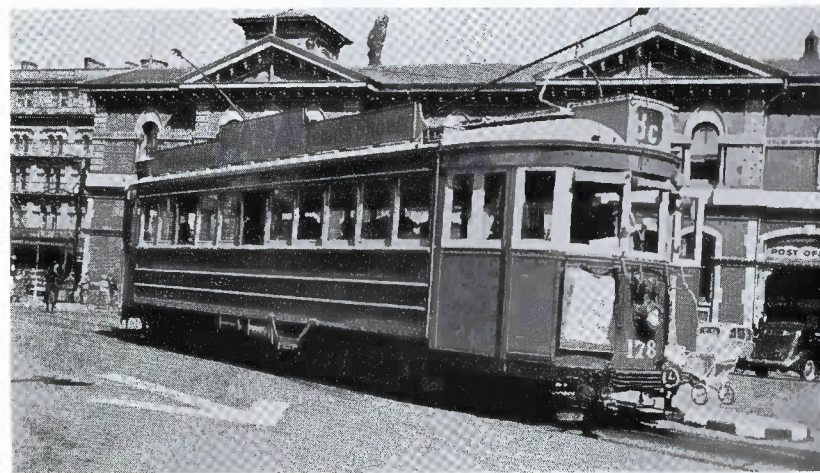
AN *English Electric* trolley bus chassis fitted up for the training of drivers prior to commencement of the North Beach trackless tram service on July 5, 1931. Photo.—*C.T.B. Archives*.



'Q' 228—one of the first truly modern diesel buses in the world. These buses were introduced to Christchurch in 1936. Photo.—*The Press*.



'RANSOMES' trolley bus No. 216 photographed en route for the Square. Photo.—*I. D. Maffey collection*.



A POST-WAR view of *Brill* 178 outside the Chief Post Office at the former Riccarton loading zone before leaving for Clyde Road. This tramcar will operate at Ferrymead. Photo.—*G. C. Stewart*.

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NEW TYRES and RETREADS

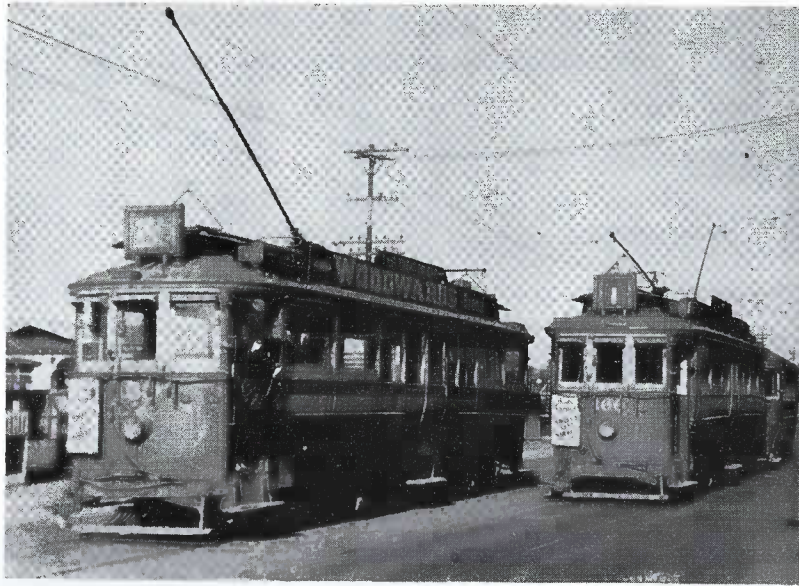
CHRISTCHURCH TRAMWAYS

Summary of Electric Operation

ROUTE	ELECTRIC SERVICE COMMENCED:	ELECTRIC SERVICE CEASED:	REPLACED BY:
Tram Routes:			
PAPANUI Ext. to NORTHCOTE	6/6/1905 1/3/1913	10/9/1954 30/9/1930	Diesel bus Petrol bus
RAILWAY Via Manchester Street Via Colombo Street	6/6/1905 4/7/1905	6/4/1932 1/11/1936	— Diesel bus
CASHMERE to South end Colombo Street to foot Hackthorne Road to HILLS terminus Barrington Street-Hills Terminus Square-Barrington Street	16/8/1905 1/12/1911 1/5/1912 — —	21/6/1953 10/9/1954	Diesel bus Diesel bus
RICCARTON to Clyde Road to Racecourse	2/11/1905 12/3/1906	14/6/1953	Diesel bus
WOOLSTON to Heathcote Bridge ext. to	6/11/1905	6/12/1952	Diesel bus
SUMNER	29/4/1907	6/12/1952	Diesel bus
ADDINGTON (Later LINCOLN ROAD)	8/2/1906	26/7/1953	Diesel bus
LINWOOD ext. to DALLINGTON	26/3/1906 1/11/1912	1/11/1936	Diesel bus
NEW BRIGHTON (Via Worcester Street) Cashel Street line opened	6/8/1906 1/11/1910	18/10/1952	Diesel bus
EDGEWARE ROAD ext. and renamed ST. ALBANS PARK	24/12/1906		
OPAWA	19/7/1915 2/11/1909	21/6/1953 5/2/1950	Diesel bus Petrol/Diesel bus
FENDALTON to Holmwood Road to Clyde Road terminus	2/11/1909 18/12/1912	5/2/1950	Petrol/Diesel bus
CRANFORD STREET	1/7/1910	26/7/1953	Diesel bus
RICHMOND	15/8/1910	16/12/1934	Trolley bus
BURWOOD ext. to	15/8/1910	4/7/1931	Trolley bus
NORTH BEACH (to pier)	1/10/1914 resumed 1/10/1928	22/8/1927 * 4/7/1931 †	Petrol bus Trolley bus
SPREYDON	3/8/1911	21/6/1953	Diesel bus
ST. MARTINS	6/4/1914 reopened 6/7/1942	6/1/1941 19/5/1946	Diesel bus Petrol/Diesel bus
Trolley Bus Routes:			
SHIRLEY	1/4/1931	16/7/1951	Petrol/Diesel bus
BURWOOD and NORTH BEACH	5/7/1931	8/11/1956	Diesel bus
RICHMOND and MARSHLAND ROAD	17/12/1934	30/5/1956	Diesel bus

*Beyond Burwood.

†Beyond Marshland Road.



Two Boon cars—their former glory departed—pause at the last loop before Papanui in 1954. Photo.—E. A. Gay.



THE last tram from Cashmere passes through the Beckenham shopping area on September 11, 1954. It is hoped that both the tramcar and trailer will run again at Ferrymead. Photo.—J. Williams.

It's Rather Sad to See Them Go

SATURDAY, September 11, 1954: "The last tram rattled along the lines for the last time. It was an old tram, dusty, noisy and cumbersome, but there were steps and platforms to receive the flying leap of a worker running late. Buses, red and obese, slipped along on their new duties—efficient buses—running to time and snapping doors at the noses of tardy passengers." So the *Star-Sun* of the day described the scene. Many Christchurch citizens were in Cathedral Square as the two modified Hills cars, No. 165 with a double-decker trailer and No. 162 with a standard Boon trailer, arrived in the Square on their last trips from Papanui and Cashmere.

The passing of the last tram was an event tinged with regret for many. Older people especially, who remembered the trams in their heyday, were sorry to see them go, and many of the women spectators on the footpaths had tears in their eyes as they waved to the last trams slowly trundling out of the Square towards the dépôt for the last time. What a contrast between this scene and that triumphant procession nearly fifty years previously!

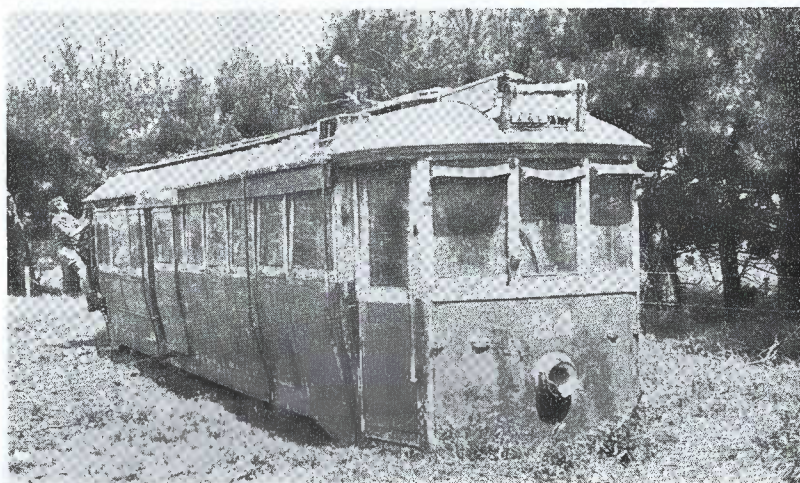
Even though the trams had gone, however, some electric street transport remained in Christchurch—the trolley buses. Although more than twenty years old they carried on for a further two years, but the drive for standardisation, as well as increasing maintenance costs and the need to measure up to modern regulations, spelled their doom. So on November 8, 1956, without any ceremony, the last trolley bus quietly disappeared from the streets. The era of electric street transport in Christchurch had ended. No more would the trolley pole brighten the sky with a brilliant display of pyrotechnics, and the children of the future would know nothing of the adventure and excitement to be had for a few pence spent on a bucking Sumner tram or on a ride to North Beach by trolley bus.

Progress is the theme, but there is still place left for a little regret.



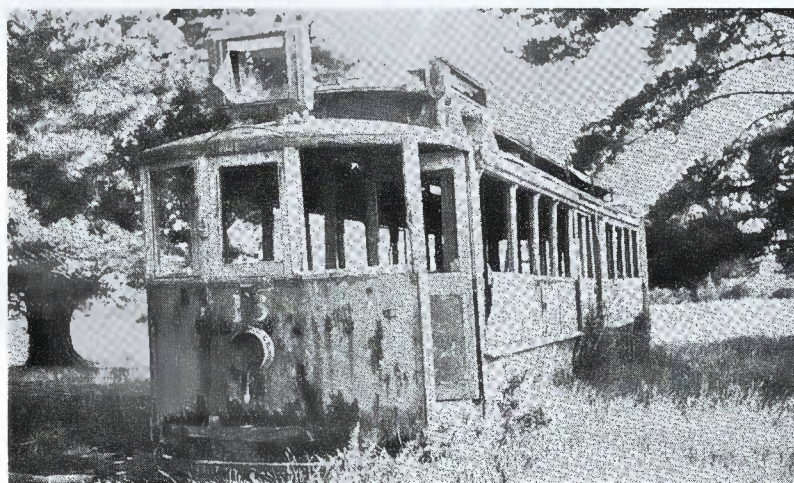
ENGLISH ELECTRIC trolley bus No. 210 in Latimer Square in 1956, shortly before the trolley bus service was closed. Photo.—E. A. Gay.

Where Have They Gone?

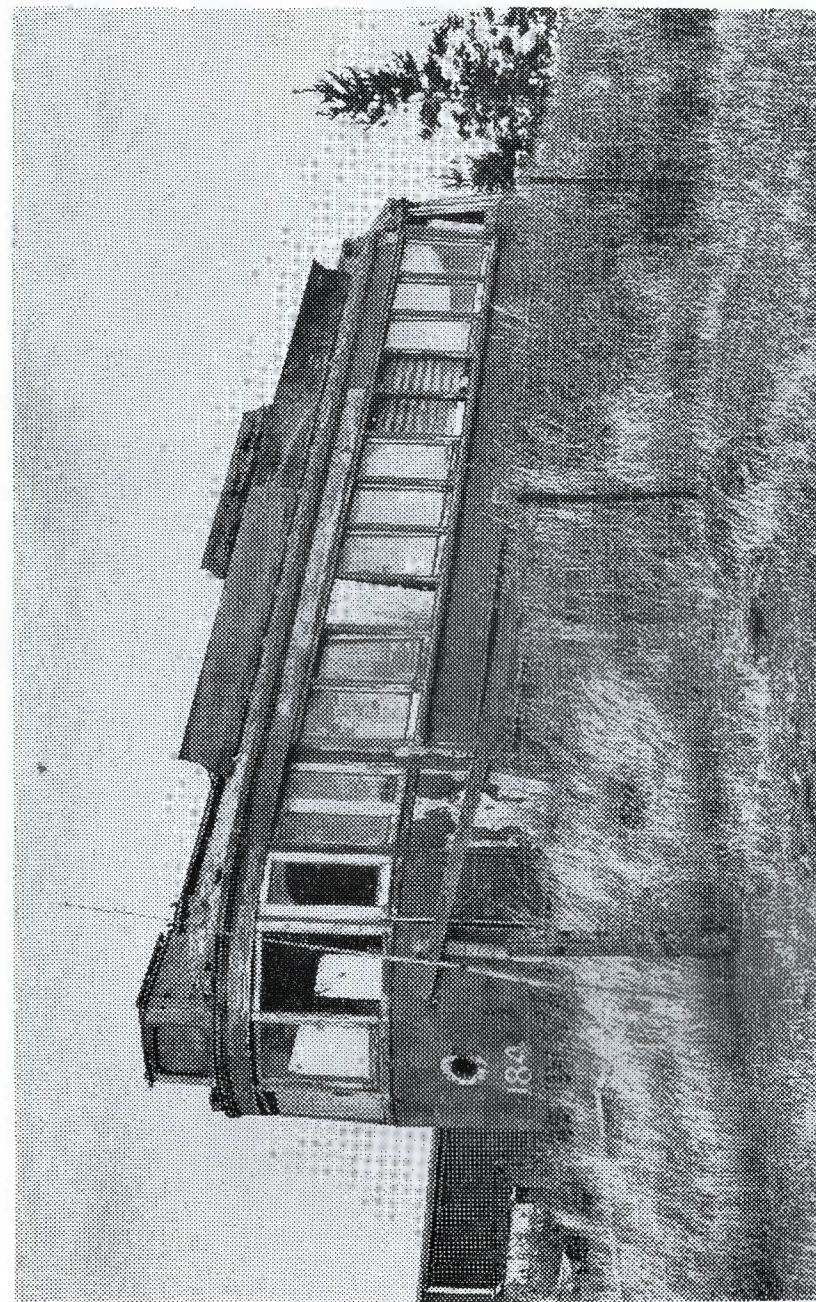


A LADY IN WAITING.—Old and decayed, Mark II *Hills* No. 24 (seen in the frontispiece) here awaits restoration for running at Ferrymead.

Photo.—*I. D. Spicer.*



HER FINAL RESTING PLACE—*Yank* 16 at Rolleston, almost beyond restoration, awaits her fate. Photo.—*I. D. Spicer.*



END OF THE LINE.—*Brill* 184, used as a store shed on a farm near Waipara, North Canterbury. Block.—*The Press.*

FERRYMEAD — The Reason For It All

FERRYMEAD, in December, 1863, was the terminus of the first steam railway line in New Zealand. All roads, and the rail too, led to the meadow at the Ferry, for it was at the wharf here that transport from the Plains reached salt water. Ferrymead remained the salt water port of Christchurch until the piercing of the railway tunnel gave access to the harbour of Lyttelton. Then Ferrymead was left out on a limb.

A little more than a century later, Ferrymead comes back into its own with the forming of the Ferrymead Steering Committee, comprising representatives of a full dozen organisations bent on developing Ferrymead as an historic area related to Canterbury and centred on a Museum of Science and Industry. Organisations represented on the Committee include the Museum of Science and Industry, Inc., the Canterbury Branch of the New Zealand Railway and Locomotive Society, Inc., the Tramway Historical Society (Inc.), the Heathcote County Council, and the Christchurch Junior Chamber, Inc.

The needs of transport and communication had caused Ferrymead to develop. It is fitting, then, that in its rebirth, Ferrymead should be a Science Museum, as well as the reconstruction of the original railway line on the old embankment, and the building of nearly a mile of tram line.

Nearly one hundred acres of land have been obtained for the development of this project—enough to provide ample space for expansion for many years to come. This exciting vision of the future for Ferrymead is already becoming a reality, as you will see next time you visit the area.

The Christchurch Junior Chamber, Inc., undertook to produce a plan of development for the area as their 21st. Anniversary Project, in which they would incorporate the hopes and ambitions of the interested bodies. This they did, not only producing a plan of development for the site, but also setting up the Ferrymead Steering Committee to oversee the general running and organisation of all aspects of the project, and setting in motion the actual development of the site.

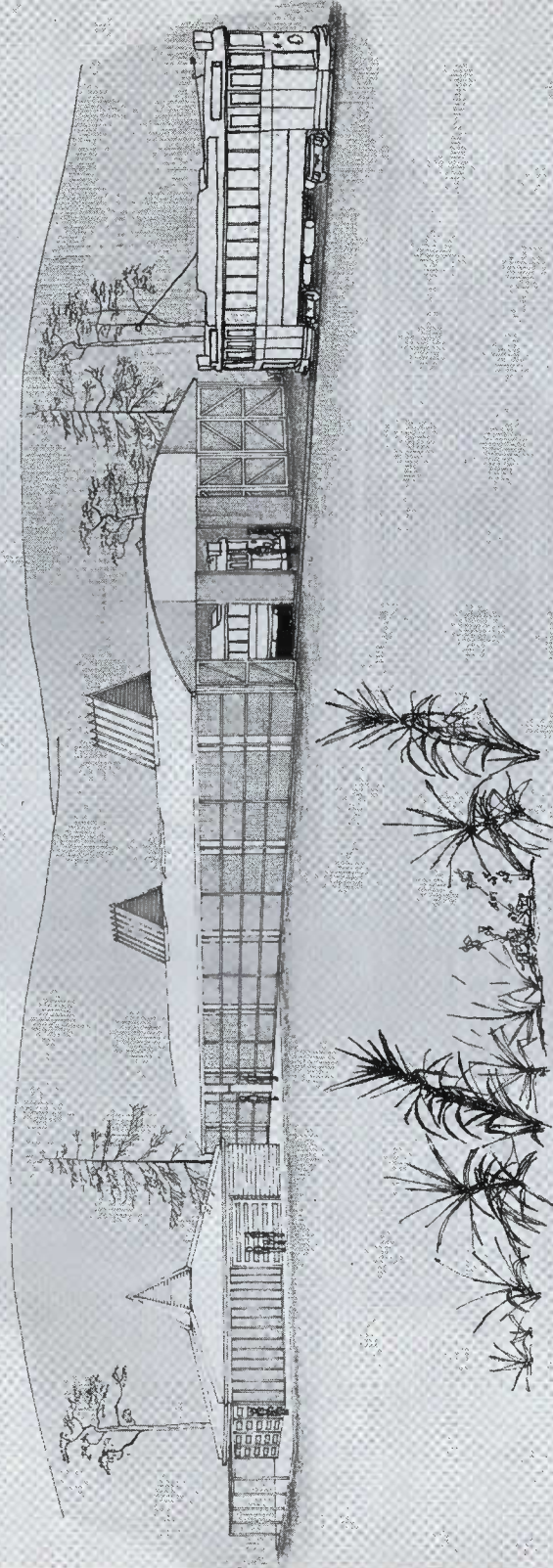
During the planning, it became obvious that considerable funds would be required almost immediately if any progress was to be made. Accordingly, a Queen Carnival Fundraising Campaign was proposed for early 1967. This Fundraising was held, amidst great public interest, and succeeded in raising a net amount in excess of £10,000, which is being used by the various organisations involved to set up their individual facets of the project.

The railway trains are already running for passengers during weekends. Construction of the tram dépôt building has commenced, and should be completed before the end of 1967. A railway storage shed and dépôt will be constructed in the near future. Three-quarters of a mile of railway track supplied by the Railways Department has been lifted and transported over two hundred miles from Blackball to Ferrymead, where it is now being relaid (to 4ft. 8½ in. gauge) as the Ferrymead Tramway. . . By the end of 1967 a dream that has lasted for years—that of being able to ride a Christchurch tramcar once again—will be achieved!



AN OLD FRIEND RETURNS.—Trolley bus 210—now externally restored—poses in the Square with members of the Tramway Historical Society. From left: D. Jones, E. A. Gay, J. Bettle, J. S. Shanks, B. J. Dale, 210, B. Maffey, D. Hinman and M. Sanders.

Photo.—Green & Hahn/The Press.



TRAM BARN FERRYMEAD CHRISTCHURCH

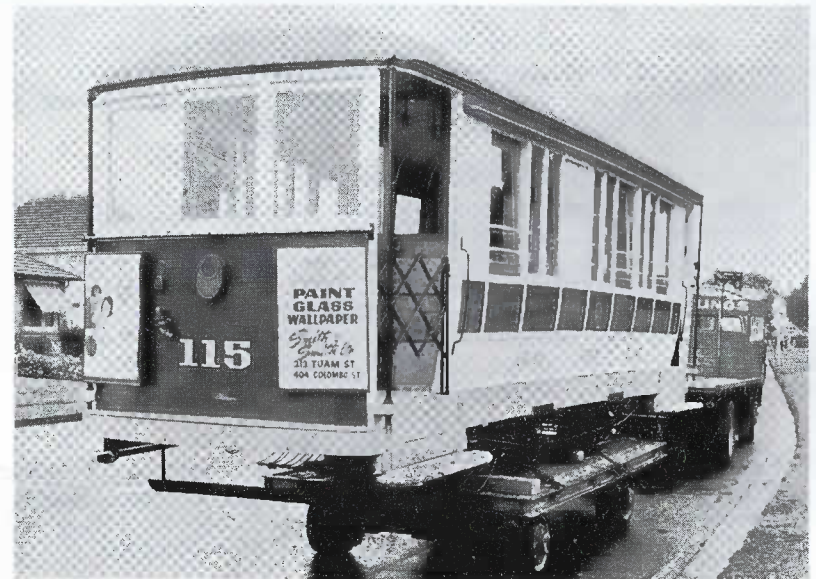
CHARLES R. THOMAS GEO. W. LUCKING
ASSOCIATED ARCHITECTS

The Tramway Historical Society (Inc.) has restored a number of items of tramway rolling stock to running order, including a *Kitson* steam tram locomotive of 1881, the last operable example of its kind in the world; an American-built horse tram; an early electric tram trailer, and a vintage *English Electric* trolley bus, which is, at the time of writing, one of the oldest mobile trolley buses in the world. These, together with other vehicles which have yet to be restored, will operate again at Ferrymead for the conveyance of members of the public. Two other vehicles are currently being restored by members in their spare time—it is hoped that these will be ready for service before long. One of these is a double-decker trailer of the kind that for sixty years made the journey to Sumner by tram an experience quite different from other tram journeys. The other is *Brill* car No. 178, an example of the fast and modern one-man-operated *pay as you enter* cars that predominated on most tram routes during the last twenty years of tramway service. These vehicles, as well as the others which we hope to operate at Ferrymead, such as *Hills* car No. 24, a *Q* bus and a *Ransomes* trolley bus, are illustrated in the pages of this booklet.

To house these vehicles, work has commenced on the construction of a tram depot building 150ft. long and 52ft. wide. Part of the funds raised during Fundraising will be used to pay for this building, although, unfortunately, a balance will remain to be paid off from the proceeds of tramway operation. The architect's impression of this building when completed is reproduced on the opposite page.

IN APPRECIATION

Great public support has been forthcoming for the project. This has made possible the progress achieved. So many people, firms, and organisations have assisted Ferrymead already that it is not possible to mention them all by name in this booklet. Their help, however, is greatly appreciated, for without it the present developments would not be taking place.



'DUCKHOUSE' trailer 115, a vehicle which, over three years, has been restored by the Society. Photo.—D. Hinman.



PRIDE OF THE FLEET.—*Kitson* No. 7, a steam tram locomotive built in 1881 by Kitson and Company of Leeds, England, has been restored over a period of seven years for running at Ferrymead. Photo.—*D. Hinman*.

ACKNOWLEDGEMENTS

A great many firms and organisations have been generous in their support of this booklet, and to them we would like to extend our grateful thanks. Our advertisers, particularly, have helped us materially; we in our turn would ask that you give them your support. We would also extend our most grateful thanks to Mr J. F. Fardell, General Manager of the Christchurch Transport Board; the Christchurch Transport Board; present and past employees of the Christchurch Transport Board, and to the Christchurch Press Company, Ltd., for the great amount of assistance so willingly given to us.

BIBLIOGRAPHY

Written sources used in compiling this booklet included the daily newspapers from 1902, in particular the *Lyttelton Times*, *The Press*, the *Christchurch Star-Sun*, and the *Weekly Press*; the Annual Reports of the Christchurch Tramway Board from 1906; *Christchurch Tramways Official Review of Progress and Development*, 1927, 1930, 1933 and 1936; Public Works Statements in the Appendices to the Journals of the House of Representatives, and W. H. Scotter's *A History of Canterbury*, Vol. III. 1965.

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[July, 1967]



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